

## TO INVALIDS.

The kidneys are, in number, situated at the upper part of the loins, surrounded by fat, and consisting of three parts, viz.—The Anterior, the Interior and the Exterior.

The anterior absorbs. Interior consists of tissues or veins, which serve as a deposit for the urine, and convey it to the exterior. The exterior is a conductor also, terminating in a single tube, and called the Ureter. The ureters are connected with the bladder.

The bladder is composed of various coverings or tissues, divided into parts, viz.—The Upper, the Lower, the Nervous, and the Muscular. The upper expels, the lower retains. Many have a desire to urinate without the ability to retain. This frequently occurs in children.

To cure these affections we must bring into action the muscles, which are engaged in their various functions. If they are neglected, Gravel or Dropsy may ensue.

The reader must also be made aware, that however slight may be the attack, it is sure to affect his bodily health and mental powers, as our flesh and blood are supported from these sources.

## GOUT OR RHEUMATISM.

Pain occurring in the joints is indicative of the above diseases. They occur in persons disposed to acid stomach and chalky concretions.

## THE GRAVEL.

The gravel ensues from neglect of improper treatment of the kidneys. These organs being weak, the water is expelled from the bladder, but allowed to remain, becomes (eventual and sediment forms. It is from this deposit that the stone is formed and gravel ensues.

## DROPSY

Is a collection of water in some parts of the body, and bears different names, according to the parts affected, viz., when generally diffused over the body, it is called Anasarca; when of the abdomen, Ascites; when of the chest, Hydrothorax.

## TREATMENT.

Helmhold's highly concentrated compound Extract of Iodine is decidedly one of the best remedies for diseases of the bladder, kidneys, gravel, dropsical swellings, rheumatism, and gouty affections. Under this head we have arranged Dysuria, or difficulty and pain in passing water, scanty secretion, or small and frequent discharges of water, stranguary or stopping of water, the materia or bloody urine, Gout, and Rheumatism of the kidneys, without any change in quantity, but increase of color or dark water. It was always highly recommended by the late Dr. Physic in these affections.

The medicine increases the power of digestion and excites the absorption into healthy exercise, by which the watery or calcareous depositions, and all unnatural enlargements, as well as pain and inflammation, are removed, and is taken by

## MEN, WOMEN, AND CHILDREN.

Directions use and diet accompany.

PHILADELPHIA, Pa. February 24, 1867.

Dear Sir—I have been a sufferer for upwards of twenty years with gravel, bladder, and kidney affections, during which time I have used various medicinal preparations, and been under the treatment of the most eminent physicians, experiencing but little relief.

Having seen your preparations, extensively advertised, I consulted my family physician in regard to using your Extract of Iodine.

I did this because I had used all kinds of advertised remedies, and had found them worthless, and some quite injurious. As you advertised that it was composed of *bucka, cubeba, and juniper berries*, it occurred to me and my physician as an excellent combination, and, with his advice, after an examination of the article, and consulting again with a druggist, I concluded to try it. I commenced its use about eight months ago, at which time I was confined to my room. From the first bottle I was astonished and gratified by the beneficial effect, and after using it three weeks, was able to walk out. I felt much like writing you a full statement of my case at that time, but thought my improvement might only be temporary, and therefore, concluded to defer and see if it would effect a cure, knowing that it would be of greater value to you and more satisfactory to me.

I AM NOW ABLE TO REPORT THAT A CURE IS EFFECTED AFTER USING THE REMEDY FOR SEVERAL MONTHS, AND FEEL AS WELL IN ALL RESPECTS AS I EVER DID.

Your Extract of Iodine being devoid of any unpleasant taste and odor, a nice tonic and invigorator of the system, I do not mean to be without it whenever occasion may require its use in such affections.

M. McCORMICK.

Should any doubt Mr. McCormick's statement, be referred to the following gentlemen:

Hon. WILLIAM B. FLORENCE, ex-Governor, Penna.  
Hon. THOMAS M. FLORENCE, Philadelphia.  
Hon. J. C. KAY, Judge, Philadelphia.  
Hon. J. S. BLACK, Judge, Philadelphia.  
Hon. D. B. PORTER, ex-Governor, Penna.  
Hon. ELLIS LEWIS, Judge, Philadelphia.  
Hon. R. C. GIBLER, Judge, U. S. Court.  
Hon. C. W. WOODWARD, Judge, Philadelphia.  
Hon. W. A. PORTER, Philadelphia.  
Hon. JOHN H. MILLER, ex-Governor, Penna.  
Hon. F. H. KAY, Auditor-General, Washington.

And many others, if necessary.

## PRINCIPAL DEPOTS:

Helmhold's Drug and Chemical Ware

house, No. 594 BROADWAY.

Metropolitan Hotel, New York,

AND

No. 104 S. TENTH ST.,

PHILADELPHIA.

SOLD BY DRUGGISTS EVERYWHERE

BEWARE OF COUNTERFEITS.

## PERILS OF THE SOUND.

The Steamers Continental, Empire State, and Old Colony Looked in Ice—The Severest Weather for Many Years—The Passengers of the Continental Landed on the Ice, on which they Cross the Sound to Whitestone, L. I.

That danger lies across the pathway of those who "go down to the sea in ships and do business in great waters" is a fact very well known to those who have "done it." There are dangers, however, often experienced nearer to the main land, and at this season of the year they are too frequently found on that fierce body of seawater called Long Island Sound. When the winter sets in in real earnest, and the mercury drops down and threatens to go through zero, ice will gather, and navigation become a matter of no little peril to the craft that have the pluck to leave their moorings and undertake their regular trips up and down the Sound.

Sometimes the boats are obliged to stop running altogether, owing to the severity of the weather and the abundance of ice, which will not yield to the blows given it by the sharp prows of steamboats. Usually, however, Sound navigation is continued during the winter, but little interruption, the smaller propellers and the sloops and schooners belonging to towns along the coast, only finding it necessary to "haul off" as soon as the small rivers which empty into the Sound are frozen over.

Old navigators who have handled the wheels of Sound steamers for many years state that the severe weather experienced this winter has exceeded in coming as far as the Westchester side of the Sound the ice has been found, and the ice almost impossible even the strongest steamers to cut their way through and save themselves from an icy imprisonment. Up to yesterday morning, however, the boats succeeded in forcing their way through without suffering any long detentions.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

On yesterday morning the steamboats bound for this city from Newport and New Haven succeeded in coming as far as the Westchester side of the Sound, where they were obliged to stop, on which Fort Schuyler is situated—without meeting any serious obstruction. At this point, however, they discovered that they must run a gauntlet of solid ice in order to reach the open water beyond and make their way to their docks in the city. The Continental, of the New Haven line, was the first to arrive—reaching the point of obstruction at 5 o'clock in the morning. On arriving there it was discovered that the propellers Oceanus, of Providence; Glaucon, of the Boston Outside line; and Chesapeake, of Portland, were locked in by the ice, and unable to move a foot in any direction.

Captain Bowles, of the Continental, at once realized the difficulties of the situation, and having a staunch, strong steamer under his command, determined, if possible, to force his way through the ice, and make his escape. His efforts to accomplish this result, however, suggested the impossibility of cutting through, and these were followed by various attempts to back out. Even this could not be done, and in spite of the efforts of the crew, they remained hemmed in by the ice, and await a favorable opportunity for escaping from their imprisonment.

There were over one hundred passengers on board, and some of them became greatly terrified. One of the passengers stated to our reporter that the noise caused by the breaking of the ice, while the steamer struggled to free herself from the obstruction, was like a thunder, while the shock experienced was terrible whenever the immense cakes of ice struck her bow and sides. Many of the passengers were afraid the vessel would be stove in and sink, in spite of the efforts of the crew, who made to get her out of the difficulties by which she was surrounded. Captain Bowles, however, was hopeful, and assured all on board that he had come out all right. This assurance had some calming effect on the minds of the passengers for a time; but when noon came, and the prospect of cutting through seemed to be no more favorable than the prospect of coming out, they began to grow impatient. The captain, however, was calm, and the passengers, who were crowded together on the deck, began to grow impatient.

## The Union Home and School Lottery.

The second day of the Union Home Lottery drawing passed off without any noticeable features of interest differing from those of the previous day's drawing. At 10 o'clock yesterday morning at least 2,000 people swarmed into the hall of the Cooper Union, filling up the front seats in a few minutes, and in half an hour's time the building was crowded to its utmost capacity. The aisles being also filled with men and women, who were compelled to stand up during the greater part of the time consumed in drawing the tickets from the wheel.

As on the preceding day, the blind man, assisted by a large pair of green goggles, was in his place, but partially relieved of the multitudinous particles of fine white dust created by the friction of the thousands of tickets in the wheel of fortune.

One-third of the people present yesterday during the drawing were very evidently, from their manners, dress, and eager impatience while the whole numbers were being called out, denizens of the towns near New York. At 10 o'clock Judge John B. White ascended the platform and proceeded with the drawing, which continued until the afternoon, when Mr. Thomas, the proprietor of the lottery, relieved Judge White from his labors. The total number of prizes drawn from the wheel when the drawing closed at 3 o'clock yesterday was 3,555, leaving over 1,500 to be drawn to-day, when the drawing will be continued. Yesterday the prizes drawn were of a very trifling character, such as cheap albums, napkin rings, conical engravings, lithographs highly colored, and a variety of articles of similar value and quality.

1-247,702—J. P. McLoughlin, No. 467 West Twenty-first street, N. Y. S. greenbacks, \$100.00.  
2-247,491—John King, No. 420 West Thirty-fourth street, N. Y. country residence, Westchester county, \$12,000.  
3-247,411—C. Martin, No. 24 Bleecker street, City, House and lot, \$10,000.  
4-247,884—Martha J. Parker, K. street, 24 door below 1st street, Boston, Mass. House and lot, Brooklyn, N. Y., \$2,500.  
5-247,430—Barth Kandel, No. 127 Walnut street, Philadelphia, Life insurance policy, \$10,000.  
6-247,288—James Blackman, No. 192 Livingston street, New York, House and lot in Brooklyn, \$4,000.  
7-174,675—Mrs. G. H. G. Smith, No. 144 West Nineteenth street, N. Y. S. greenbacks, \$200.  
8-211,820—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
9-348,340—Joseph P. H. No. 116 Main street, Paterson, N. J. S. greenbacks, \$200.  
10-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
11-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
12-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
13-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
14-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
15-124,725—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
16-278,288—Andrew J. No. 34 Springfield avenue, New York, N. Y. S. greenbacks, \$200.  
17-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
18-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
19-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
20-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
21-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
22-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
23-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
24-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.

The second day of the Union Home Lottery drawing passed off without any noticeable features of interest differing from those of the previous day's drawing. At 10 o'clock yesterday morning at least 2,000 people swarmed into the hall of the Cooper Union, filling up the front seats in a few minutes, and in half an hour's time the building was crowded to its utmost capacity. The aisles being also filled with men and women, who were compelled to stand up during the greater part of the time consumed in drawing the tickets from the wheel.

As on the preceding day, the blind man, assisted by a large pair of green goggles, was in his place, but partially relieved of the multitudinous particles of fine white dust created by the friction of the thousands of tickets in the wheel of fortune.

One-third of the people present yesterday during the drawing were very evidently, from their manners, dress, and eager impatience while the whole numbers were being called out, denizens of the towns near New York. At 10 o'clock Judge John B. White ascended the platform and proceeded with the drawing, which continued until the afternoon, when Mr. Thomas, the proprietor of the lottery, relieved Judge White from his labors. The total number of prizes drawn from the wheel when the drawing closed at 3 o'clock yesterday was 3,555, leaving over 1,500 to be drawn to-day, when the drawing will be continued. Yesterday the prizes drawn were of a very trifling character, such as cheap albums, napkin rings, conical engravings, lithographs highly colored, and a variety of articles of similar value and quality.

1-247,702—J. P. McLoughlin, No. 467 West Twenty-first street, N. Y. S. greenbacks, \$100.00.  
2-247,491—John King, No. 420 West Thirty-fourth street, N. Y. country residence, Westchester county, \$12,000.  
3-247,411—C. Martin, No. 24 Bleecker street, City, House and lot, \$10,000.  
4-247,884—Martha J. Parker, K. street, 24 door below 1st street, Boston, Mass. House and lot, Brooklyn, N. Y., \$2,500.  
5-247,430—Barth Kandel, No. 127 Walnut street, Philadelphia, Life insurance policy, \$10,000.  
6-247,288—James Blackman, No. 192 Livingston street, New York, House and lot in Brooklyn, \$4,000.  
7-174,675—Mrs. G. H. G. Smith, No. 144 West Nineteenth street, N. Y. S. greenbacks, \$200.  
8-211,820—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
9-348,340—Joseph P. H. No. 116 Main street, Paterson, N. J. S. greenbacks, \$200.  
10-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
11-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
12-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
13-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
14-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
15-124,725—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
16-278,288—Andrew J. No. 34 Springfield avenue, New York, N. Y. S. greenbacks, \$200.  
17-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
18-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
19-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
20-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
21-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
22-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
23-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
24-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.

The second day of the Union Home Lottery drawing passed off without any noticeable features of interest differing from those of the previous day's drawing. At 10 o'clock yesterday morning at least 2,000 people swarmed into the hall of the Cooper Union, filling up the front seats in a few minutes, and in half an hour's time the building was crowded to its utmost capacity. The aisles being also filled with men and women, who were compelled to stand up during the greater part of the time consumed in drawing the tickets from the wheel.

As on the preceding day, the blind man, assisted by a large pair of green goggles, was in his place, but partially relieved of the multitudinous particles of fine white dust created by the friction of the thousands of tickets in the wheel of fortune.

One-third of the people present yesterday during the drawing were very evidently, from their manners, dress, and eager impatience while the whole numbers were being called out, denizens of the towns near New York. At 10 o'clock Judge John B. White ascended the platform and proceeded with the drawing, which continued until the afternoon, when Mr. Thomas, the proprietor of the lottery, relieved Judge White from his labors. The total number of prizes drawn from the wheel when the drawing closed at 3 o'clock yesterday was 3,555, leaving over 1,500 to be drawn to-day, when the drawing will be continued. Yesterday the prizes drawn were of a very trifling character, such as cheap albums, napkin rings, conical engravings, lithographs highly colored, and a variety of articles of similar value and quality.

1-247,702—J. P. McLoughlin, No. 467 West Twenty-first street, N. Y. S. greenbacks, \$100.00.  
2-247,491—John King, No. 420 West Thirty-fourth street, N. Y. country residence, Westchester county, \$12,000.  
3-247,411—C. Martin, No. 24 Bleecker street, City, House and lot, \$10,000.  
4-247,884—Martha J. Parker, K. street, 24 door below 1st street, Boston, Mass. House and lot, Brooklyn, N. Y., \$2,500.  
5-247,430—Barth Kandel, No. 127 Walnut street, Philadelphia, Life insurance policy, \$10,000.  
6-247,288—James Blackman, No. 192 Livingston street, New York, House and lot in Brooklyn, \$4,000.  
7-174,675—Mrs. G. H. G. Smith, No. 144 West Nineteenth street, N. Y. S. greenbacks, \$200.  
8-211,820—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
9-348,340—Joseph P. H. No. 116 Main street, Paterson, N. J. S. greenbacks, \$200.  
10-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
11-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
12-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
13-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
14-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
15-124,725—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
16-278,288—Andrew J. No. 34 Springfield avenue, New York, N. Y. S. greenbacks, \$200.  
17-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
18-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
19-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
20-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
21-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
22-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
23-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
24-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.

The second day of the Union Home Lottery drawing passed off without any noticeable features of interest differing from those of the previous day's drawing. At 10 o'clock yesterday morning at least 2,000 people swarmed into the hall of the Cooper Union, filling up the front seats in a few minutes, and in half an hour's time the building was crowded to its utmost capacity. The aisles being also filled with men and women, who were compelled to stand up during the greater part of the time consumed in drawing the tickets from the wheel.

As on the preceding day, the blind man, assisted by a large pair of green goggles, was in his place, but partially relieved of the multitudinous particles of fine white dust created by the friction of the thousands of tickets in the wheel of fortune.

One-third of the people present yesterday during the drawing were very evidently, from their manners, dress, and eager impatience while the whole numbers were being called out, denizens of the towns near New York. At 10 o'clock Judge John B. White ascended the platform and proceeded with the drawing, which continued until the afternoon, when Mr. Thomas, the proprietor of the lottery, relieved Judge White from his labors. The total number of prizes drawn from the wheel when the drawing closed at 3 o'clock yesterday was 3,555, leaving over 1,500 to be drawn to-day, when the drawing will be continued. Yesterday the prizes drawn were of a very trifling character, such as cheap albums, napkin rings, conical engravings, lithographs highly colored, and a variety of articles of similar value and quality.

1-247,702—J. P. McLoughlin, No. 467 West Twenty-first street, N. Y. S. greenbacks, \$100.00.  
2-247,491—John King, No. 420 West Thirty-fourth street, N. Y. country residence, Westchester county, \$12,000.  
3-247,411—C. Martin, No. 24 Bleecker street, City, House and lot, \$10,000.  
4-247,884—Martha J. Parker, K. street, 24 door below 1st street, Boston, Mass. House and lot, Brooklyn, N. Y., \$2,500.  
5-247,430—Barth Kandel, No. 127 Walnut street, Philadelphia, Life insurance policy, \$10,000.  
6-247,288—James Blackman, No. 192 Livingston street, New York, House and lot in Brooklyn, \$4,000.  
7-174,675—Mrs. G. H. G. Smith, No. 144 West Nineteenth street, N. Y. S. greenbacks, \$200.  
8-211,820—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
9-348,340—Joseph P. H. No. 116 Main street, Paterson, N. J. S. greenbacks, \$200.  
10-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
11-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
12-13,283—Albert Derick, No. 162 West Houston street, New York, \$1,000.  
13-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
14-247,383—William Stephens, No. 305 Mulwain street, Philadelphia, lot in Harlem, \$10,000.  
15-124,725—J. H. Greenback, No. 300 Lexington avenue, City, N. Y. S. greenbacks, \$200.  
16-278,288—Andrew J. No. 34 Springfield avenue, New York, N. Y. S. greenbacks, \$200.  
17-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.  
18-183,582—Henry Walton, No. 106 Avenue C, City, lot and lot, \$10,000.  
19-247,213—S. G. Wright, Detroit, Michigan, lot in Harlem, \$10,000.<